



## CITY OF LEESBURG

### GROWTH MANAGEMENT PLAN AVIATION ELEMENT

**Ordinance #xxxxx**  
**Exhibit A**  
**Adopted xxxxxxxxx**

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## CHAPTER XIII AVIATION ELEMENT

### A. INTRODUCTION

The purpose of the Aviation Element is to promote a transportation system for which projected future demand for air traffic and other related facilities will be accommodated at an acceptable service level for the residents and visitors to The City of Leesburg. The City will coordinate its planning efforts with those of the local aviation authorities.

The City of Leesburg's transportation needs are met primarily by highway-oriented vehicles; however, airplanes contribute to the movement of people to and from the City of Leesburg. Leesburg International Airport is the chief provider of aviation services to the City. The Leesburg International Airport Master Plan Update, which was prepared for the City of Leesburg by a consultant in September 2002, has been referred to extensively in the preparation of this Aviation Element. The Airport Master Plan was developed as a planning tool to assist the City in making decisions concerning the future operation and development of the airport, which was accomplished by examining the existing facilities and conditions at the airport and forecasting its growth and future requirements over a 25-year planning period.

The goals, objectives, and policies of this element establish criteria for aviation and related facilities to meet the needs of the City of Leesburg's future population. Several issues will be addressed by the goals, objectives, and policies of this element, including:

- The integration of aviation into a multi-modal transportation system;
- The coordination of planning and expansion of aviation and related facilities; and
- Consistency between airport master plans and the Future Land Use and Conservation Elements to ensure compatible land uses and to minimize environmental impacts.

### B. INVENTORY OF EXISTING AVIATION SYSTEM

The following section will provide an inventory of the City of Leesburg's existing aviation system, which is necessary in determining the immediate and long-term needs for the Leesburg International Airport.

#### 1. Airport Location and Topography

Leesburg International Airport is located approximately three miles northeast of the center of the City of Leesburg on U.S. 441, on the USGS Leesburg East Quadrangle. Geographically, the Airport lies in the Oklawaha Chain of Lakes geohydrological province, which is one of eight major geohydrological provinces of Lake County. The area is characterized by four river chains of large lakes and possesses a tremendous number of small, isolated lakes, and significant wetlands. Elevations of the airport range from approximately 68 feet to 77 feet above mean sea level (MSL). The highest elevation on the airfield, the elevation of 77 feet, is located at the northwest end of Runway 13/31.

## **2. Airports in the Leesburg Vicinity**

Within an approximate thirty (30) mile radius of the Leesburg International Airport, there are several public and private use airports. Examples of these Airports are provided in Table XIII- 1 and Map XIII - 2.

## **3. Existing Airport Facilities and Services**

The Leesburg International Airport is a public use, general aviation airport, owned, operated, and maintained by the City of Leesburg. Leesburg International has been designated a Gold Seal Airport by the Florida Department of Transportation, recognizing its high standards for infrastructure, service and safety to the flying public. Leesburg International operates 240 aircraft based on the field. This figure consists of the following aircraft:

- 198 single engine airplanes
- 22 multi engine airplanes
- 9 jet airplanes
- 11 helicopters

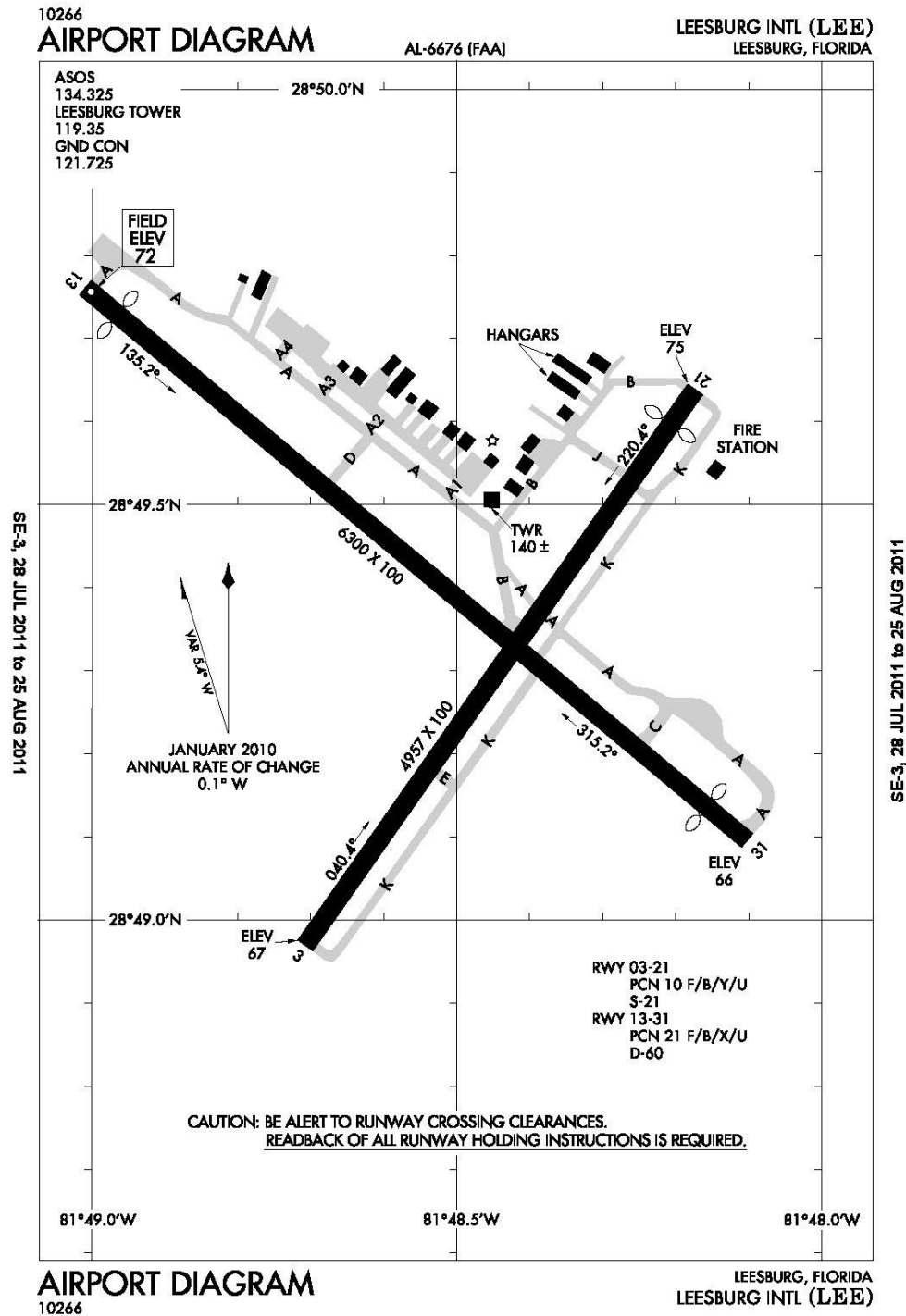
Leesburg International Airport manages approximately 164 aircraft operations per day. Approximately fifty-five percent (60%) of these operations are comprised of local general aviation, forty-five percent (40%) are transient general aviation, and less than one percent (one percent) are military related.

Airport facilities can be divided into two categories: airside facilities and landside facilities.

### **a. Airside Facilities**

Airside facilities include runways, taxiways, airfields lighting, and navigational aids, described below.

Map XIII – 1: Airport Diagram



(1) *Tower*

The Leesburg International Airport control tower was constructed in 2005-2006

(2) *Runways*

At Leesburg International Airport, there are currently two active asphalt runways that have been designated as 13/31 and 3/21. These runways intersect each other at approximately 95 degrees. Runway 13/31, with an elevation of 75 feet, is marked for non-precision and precision instrument approaches. Runway 13/31 is 6,300 feet in length for both landings and departures, and is 100 feet in width. Runway 3/21 has 4,967 feet of pavement available for landing and departure with a 500 foot extension planned. Runway 3/21, with an elevation of 69 feet, is marked for non-precision and precision instrument approaches, and is 100 feet wide. Both runways have load-bearing capacities that are capable of accommodating small, business-class, general aviation aircraft such as the following:

- Lear jets,
- Rockwell International Sabreliners,
- Cessna Citations,
- Grumman G2s, G3s, G4s, and G5s
- Falcon 10s, 20s, and 50s

(3) *Taxiways*

Taxiways serve as a link between the independent airport elements, such as runways and aircraft parking areas and should provide unrestricted movement to and from the runways, parking areas, and aircraft service areas. Leesburg International Airport has four (7) taxiways which have been designated as A, B, C, D, E, J, and K. Runway 13/31 has five taxiway exits, one at each end of the runway, as well as three exits located at intermediate points between the runway thresholds. Runway 3/21 also has five taxiway exits.

(4) *Airfield Lighting*

The purpose of airfield lighting is to illuminate runways and taxiways to ensure safe movement during landing, takeoff, and taxiing during evening hours and other periods of reduced visibility. At Leesburg International, the runway lighting system consists of elevated edge lights, which provide the pilot with reference for speed, alignment, and distance. Threshold lights are sets of three or four lights placed in a straight line on both sides of the extended runway centerline parallel to the runway end. Threshold lights have two color lenses: red and green. These lights are positioned so that the pilot of an approaching aircraft would see green, and upon departure or landing

rollout, a red light would be visible to indicate the end of the usable runway. Additional airfield lighting available at Leesburg International is as follows.

- A 5-inch white-green rotating beacon located on a tower approximately 1,070 feet north of the centerline of Runway 13/31 and 1,040 west of the centerline of Runway 3/21.
- A lighted wind cone, located between Taxiway A and Runway 13/31, which indicates surface wind direction.
- Visual runway approach indicators that project red and white light beams.
- Medium intensity runway lights (MIRLs) on both runways.
- Runway end identifier lights (REILs) on Runway 13/21.
- Elevated blue medium intensity taxiway lights (MITLs) on Taxiways A, B, C, D, E, J, and K.

(5) *Electronic Navigation Aids*

At Leesburg International Airport, a non-directional beacon (NDB) is located 1,250 feet southwest of the centerline of Runway 13/31. The NDB approach to runway 31 provides properly equipped aircraft and certified pilots the ability to land when the ceiling is as low as 820 feet with a visual range of one mile. The (RNAV) GPS approaches to Runway 13/31 and 3/21 provide landing assistance for ceilings as low as 500 feet and a visual range of one mile. Circling approaches to the Airport are available using the NDB or GPS. The NDB circling approach also provides ceiling minima of 820 feet and a visual range of one mile, while the GPS circling approach provides ceiling minima of 700 feet and a visual range of one mile.

A non-precision approach provides the pilot with electronic information regarding the final approach course and the distance to the touchdown point. A non-precision approach differs from a precision approach in that electric glideslope data is not transmitted in the cockpit. Leesburg International Airport currently has two non-precision approaches available.

b. Landside Facilities

Landside facilities at Leesburg International Airport include aircraft storage facilities, fixed base operators and additional tenant buildings, fuel facilities, and other airport support facilities.

(1) *Aircraft Storage*

Leesburg International Airport offers two kinds of aircraft storage, both space in hangars and space where aircraft are tied down on the apron. Tie-down space is available for approximately 40 aircraft on the 36,800 square-yard apron north of Taxiway A.



Hangar storage at Leesburg International includes the following:

- Corporate hangars
- T-hangars

*(a) Corporate Hangars*

Corporate hangars at the Leesburg International Airport provide storage for jets, single-engine, multi-engine, turboprops, and helicopters. In addition, these hangars also accommodate maintenance activities. T-Hangars

Currently, there are two (5) T-hangar buildings with a total of 48. These T-hangars currently store small multi-engine and single engine aircraft, with a capacity of one (1) aircraft per bay.

*(2) Airport Tenants*

Several aviation-related services such as agricultural operations (aerial spraying), air ambulance, charter flights, flight instruction, and aircraft rental are available through Leesburg International Airport. These services, provided by airport tenants, are described below.

*(a) SunAir Aviation*

SunAir Aviation, a flight training school, is Leesburg International's only fixed base operator (FBO). In addition to flight training, SunAir provides aviation fuel, aircraft maintenance, aircraft parking, aircraft rental, catering, pilot supplies, pilot lounge, rental cars and restrooms.

*(b) Angel Flight Southeast*

Angel Flight Southeast is a not-for-profit volunteer pilot organization involved in public benefit flying. This organization provides a variety of services to the community which include free air transportation via private aircraft for individuals in medical and financial need who are required to travel a long distance to access the necessary healthcare. Angel Flight coordinates travel to distant facilities when commercial service is not available, practical, or affordable. Most of the aircraft used by Angel Flight pilots are four to six seat General Aviation Aircraft which have range and weight limitations.

Angel Flight Southeast serves patients in the states of South Carolina, Georgia, Alabama, Mississippi, and Florida and is a member of Angel Flight America, a nationwide fraternity of Volunteer Pilot Organizations.

*(c) Tropical Helicopter*

Tropical Helicopter, also located at Leesburg International, offers rides, local sightseeing, instruction, as well as, helicopter sales and service and parts support. Tropical Helicopters is also active in film and media services that provide airborne filming platforms for both still and motion pictures. A complete list of services is provided below.

(d) C-Wings, Inc.

Specializing in aircraft maintenance, annual inspections, parts, sales, and service

(e) Central Florida Avionics and Instruments

Aircraft radio and instrument repair and installation, installation of avionics systems

(f) Flying Colors of Leesburg, Inc.

Provides services of aircraft painting.

(g) Branierd Helicopters, Inc.

Specializing in fire suppression, firefighting, flight testing, motion pictures, and aerial crane.

(h) Aerostat, Inc.

Manufacturer of aerial and fire fighting equipment, aircraft sales and aircraft rental.

(i) Lake County Aircraft Maintenance, Inc.

Airframe and power plant technical, Inspection authorization

(j) NS&S Aircraft Interiors

Aircraft upholstery service

(k) Shaffer Aviation

Aircraft maintenance, Annual and 100 hour inspections, Corrosion X application, flight instruction Rotax approved, aircraft storage and detailing.

(l) Skybolt Aermotive Corp.

Manufacturer and distributor of aerospace and racing fasteners, composite and design.

Additional tenants of Leesburg International Airport include *Civil Air Patrol* and *Leesburg Composite Squadron*.

(3) *Fuel Facilities*

SunAir Aviation operates fuel storage facilities at Leesburg International Airport. These facilities consist of underground storage tanks and the City uses mobile fuel trucks to provide the Airport with fueling needs. The Airport's fuel storage capacity consists of 10,000 gallons of Jet A and 10,000 gallons of 100 octane AvGas. Self service AVGAS and Jet A is available 24/7.

(4) *Utilities*

Water, gas, and electric utilities are available at Leesburg International Airport. Water and gas mainlines are located along Airport Boulevard, and sanitary sewer lines were extended along Airport Boulevard to serve Skybolt Aviation and other new facilities. The City of Leesburg operates its own electrical distribution system and supplies the Airport with electricity.

c. Airport Security

In order to address security matters, additional lighting, fencing, and locks were installed at Leesburg International Airport. Federal Regulations

Federal authorities such as the Federal Aviation Administration and the Federal Communications Commission regulate aspects such as structural heights and noise contours within airport vicinities.

d. Structural Height

Tall structures such as towers or high-rise buildings pose a serious impediment for aviation system flight paths. The Federal Communication Commission (FCC) licenses tall structures for this purpose. Since the licenses never expire, once an FCC license is granted, an airport's operational airspace can be permanently limited. Even if a structure is abandoned or never constructed, airspace flight procedures must be permanently limited. However, according to the FCC, there are currently no tall structures licensed within Leesburg International Airport operational space.

e. Noise Contours

Federal Aviation Authority (FAA) regulations stipulate that residential uses should not be located in areas with a higher day/night noise level contour (DNL) higher than 65. The 65 DNL represents the lowest noise contour that is typically measured for airport planning purposes. Certain types of nonresidential uses may be located within areas where noise contours are greater than 65 DNL. However, such uses should be subject to height limitations and building material restrictions that reduce interior noise levels. The FAA's FAR Part 150 guidelines establish the permitted locations of non-residential land uses.

**4. Land Use Compatibility**

Due to the noise produced by jet-powered aircraft, certain land uses are more suitable than others for properties adjacent to an airport. Airport requirements include airspace free of tall structures as well as the absence of activities that might interfere with aircraft communication equipment. Therefore, it is essential for land use and aviation planning to be coordinated.

With respect to airport compatibility, the three primary issues include the following:

- Airport uses adjacent to residential uses,
- Industrial uses adjacent to residential uses, and
- Airport and industrial uses adjacent to environmentally sensitive lands

Land use surrounding the Leesburg International Airport is dictated by Lake County and the City of Leesburg. With the exception of a mobile home park located just north of Highway 44, there are no residential land uses immediately adjacent to the Airport. A large area of single-family homes is located less than one mile northeast of the airport.

Environmentally sensitive lands within the Airport vicinity include small wetland tracts existing to the east, south, and west of the Leesburg Municipal Airport. In conjunction with the wetlands, a floodplain is located west of the Airport. Geographically, the floodplain is situated between U.S. Highway 441 on the north, the Leesburg Municipal Airport on the east, Lake Harris on the south, and Sleepy Hollow Road and Sunnyside Drive on the west.

**C. AVIATION NEEDS ANALYSIS**

Over the past few years, the Leesburg International Airport has experienced steady growth, even though total aircraft operations decreased from more than 103,400 in 1998, to 80,000 in 2010. This change represents a net decrease of 20 percent (20%). This decrease in aviation activity is a result of a slower economy. Aviation planning is accomplished through the interaction of local aviation authorities and planning entities. The following is an analysis of problems and opportunities related to the City of Leesburg's aviation needs.

**1. Funding Sources**

The Federal Aviation Administration provides funding through the Airport Improvement Program (AIP), which is appropriated on a yearly basis. Funding for this program is

generated from an 8% tax on airline tickets, 5% tax on freightway bills, a \$3 international departure fee, a 12-cent per gallon tax on General Aviation fuel, and a 14-cent per gallon tax on jet fuel. State funding for airport improvements is administered by the FDOT Department of Aviation. Funding from the State is derived from user fees, such as state sales tax on aircraft and aircraft fuel taxes. A percentage of gasoline taxes are assigned to funding for aviation infrastructure development. Local funding from Lake County and the City of Leesburg make up the balance after FAA and State participation.

Leesburg International also receives operating income from tenant lease fees, as well as from local subsidies. Private investors are also a potential source of funding for airport improvements, especially the development of corporate hangars, which are eligible for FAA or State funding.

## **2. Aviation Facility Needs**

Leesburg International Airport, which serves as a major economic strength for the City of Leesburg, is currently meeting demands of general aviation, often more so than larger airports. Leesburg International Airport offers conveniences that aren't always available at larger airports, such as touch-and-go operations. Touch-and-go operations are defined as operations by a single aircraft that lands and departs on a runway without stopping or exiting the runway. During touch and go operations, aircraft stays in the airport's traffic pattern. Airport capacity increases with the ratio of touch-and-go operations to total operations since aircraft in the pattern are continually available for approaches. However, in some cases, touch-and-go operations may reduce the availability of the runway for other operations. It is estimated that touch-and-go operations account for an approximately 25% of total annual operations at Leesburg International Airport. The taxiways at Leesburg International currently provide adequate opportunity for aircraft to exit the runways. Although the operational capacity of taxiways is currently maximized, additional taxiway exits would not enhance the airport's operational capacity.

## **3. Future Improvements**

Future improvements to Leesburg International Airport are detailed in Table XIII – 2.

## **4. Environment**

All of the existing fuel storage facilities at the Leesburg International Airport meet current regulations for such facilities. In the case of future development of airport facilities, Leesburg International Airport will abide by all necessary federal, state, and local requirements in order to minimize negative impacts to air quality.

Within Leesburg, the 65 DNL and higher noise contours are almost completely contained on Airport property. Therefore, no adverse impacts to surrounding residential land uses are anticipated.

The City is in the process of purchasing all the surrounding areas as buffers for environmentally sensitive lands. In expansion of the Airport, the City will employ wetland

mitigation techniques including the use of a mitigation bank located on property elsewhere in the City.

## **5. Multi-Modal Transportation System**

The integration of aviation and related facilities planning and implementation into a multi-modal transportation system is an important task on which the City of Leesburg shall focus. The coordination of surface transportation with aviation facilities shall ensure that access needs of such facilities are satisfied. Annual development of the Five-Year Work Program of both the Florida Department of Transportation (FDOT) and the County shall consider the existing and future level-of-service for roads that provide access to airports.

Roads that currently provide access to Leesburg International Airport include U.S. 441 (S.R. 500), which has a level of service (LOS) F and from State Road 44 (South Dixie Avenue), which has a LOS of C. Lake County Transit currently provides public transit to and from the Airport.

In addition, Echo Drive will become a major road for providing access to the Airport, as it will be realigned and a traffic signal will be installed. Lake County is providing a portion of the funding for realignment. A piece of property, referred to as the Sperry Property, was purchased for this purpose. The City of Leesburg has high aspirations for airport expansions and is very supportive of the improvements to Echo Drive.

## **6. Consistency**

Consistency with the Growth Management Plan, particularly the Future Land Use and Conservation Elements, is necessary to ensure the compatibility of land uses around airports and to mitigate adverse environmental impacts upon adjacent natural resources. Aviation and related facilities must exist among other types of land uses. Land uses surrounding airports should be mutually compatible with the normal operation of those airports.

Consistency with the Conservation Element will ensure that net encroachment within the floodplain will be prohibited. The City shall continue to implement floodplain ordinances through the adoption of Conservation Areas and Goals, Objectives, and Policies within the other elements of this plan that provide conservation and preservation mechanisms.

The designated future land use of Leesburg International Airport is Public with a Conservation future land use immediately to the west and small pockets of General Commercial to the north. The City is attempting to acquire some of this commercial property for future Airport expansions. The Conservation designation includes public lands that have been acquired for the preservation and protection of the City's natural resources.

**Table XIII- 1: Vicinity Airports Open to the Public**

Map Number	Airport Name	Address	Miles from the City of Leesburg
1	Bob White Field Airport	7011 Jones Avenue Zellwood, FL	18.17
2	Inverness Airport	3540 South Airport Road Inverness, FL	26.5
3	Love's Landing	10835 SE Sunset Harbor Road Summerfield, FL	13.8
4	Mid-Florida Airport	19708 Eustis Airport Road Eustis, FL	14.0
5	Ocala Municipal Airport	1200 S.W. 60 <sup>th</sup> Avenue Ocala, FL	30.3
6	Orlando Apopka Airport	4040 West Orange Blossom Trail Apopka, FL	19.9
7	Umatilla Municipal Airport	480 Cassady Street Umatilla, FL	13.0

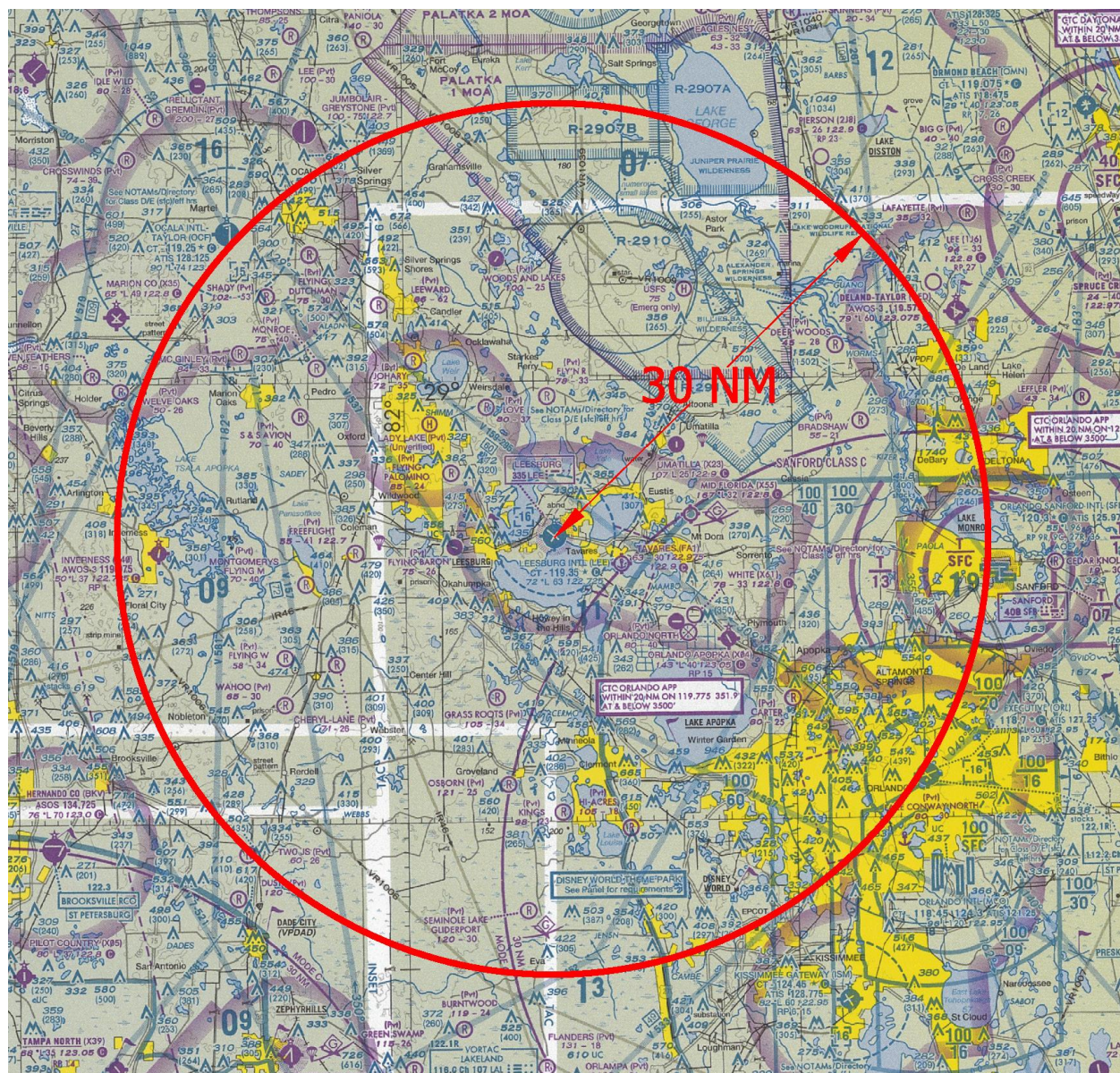
**Table XIII- 2: Scheduled Improvements to Leesburg International Airport**

<b>Transportation System Description</b>	<b>Year</b>	<b>Type of Work</b>	<b>Cost</b>	<b>Funding</b>
Lake-Leesburg International Security Project	2012	Surveillance system and electronic badge access gates. Add additional high definition cameras	400 K	100% funded by FDOT no local match required
Lake-Leesburg International Security Project	2012	Fence assessment	72 K	100% funded by FDOT no local match required
Lake-Leesburg International Security Project	2012	Fencing replacement and upgrades	600 K	100% funded by FDOT no local match required
Lake-Leesburg International Taxiway “A” Fix Phase 1	2012	Permit and fill wetland area to facilitate straightening alignment of taxiway “A”	534 K	95% FAA 2.5% FDOT 2.5% City
Lake-Leesburg International Taxiway “A” Fix Phase 2	2012	Pave taxiway and re-align	650 K	95% FAA 2.5% FDOT 2.5% City
Lake-Leesburg International Aeronautical Survey	2012	Aeronautical survey and creation of new approach plates reflecting recent upgrades to facilities.	150 K	95% FAA 2.5% FDOT 2.5% City
Lake-Leesburg International Airside Sign Upgrades	2012	Signage and marking upgrades for consistency and compatibility with current requirements	400 K	95% FAA 2.5% FDOT 2.5% City
Lake-Leesburg International Wildlife Assessment	2012	Wildlife assessment and management program development.	102 K	95% FAA 2.5% FDOT 2.5% City
Lake-Leesburg International Lighting and cabling upgrade	2013	Place runway 13/31 light cables in conduit, upgrade taxiway lights on taxiway K&A to LED	600 K	80% FDOT, 20% City
Lake-Leesburg International Pavement marking	2013	Upgrade runway and taxiway pavement marking to latest standards.	50 K	80% FDOT 20% City
Lake-Leesburg International ILS	2015	Install ILS approach to runway 13/31	1.2 M	80% FDOT 20% City



approach				
Lake-Leesburg International Commercial Terminal	2016	Construct a commercial terminal building	3.0 M	80% FDOT 20% City
Lake-Leesburg International Commercial Ramp Space	2016	Construct additional ramp space.	2.0 M	80% FDOT 20% City

Map XIII - 2: Vicinity Airports



Source: FAA, Jacksonville North Sectional, LPG Urban and Regional Planners, 2011

## D. GOALS, OBJECTIVES, AND POLICIES

**GOAL 1:** To facilitate the expansion of airport facilities to meet future demand in a manner that maximizes safety, convenience, economic benefit, environmental compatibility, and consistency with other elements of the Growth Management Plan.

**Objective 1.1:** *Land Use Compatibility.* The City of Leesburg shall coordinate improvements or expansions of aviation facilities with the Future Land Use Element and the Conservation Element while striving to prevent obstructions to airport operations.

**Policy 1.1.1:** The City shall support redevelopment of existing, and the siting of new, aviation and aviation-related facilities that provide for the economic development of the community and are compatible with adjacent land uses.

**Policy 1.1.2:** The City of Leesburg shall protect and conserve natural resources from improvements or expansions of aviation facilities, except in accordance with state and local permitting and Expansion of existing airport facilities or construction of new airport facilities in the unincorporated County shall be directed away from existing residential areas or areas planned for residential use, except as may be permitted by the Lake County Board of County Commissioners in accordance with the Land Development Regulations.

**Policy 1.1.3:** The City shall support established land development regulations which prevent the creation, establishment, or maintenance of hazards to aircraft and prevent the destruction or impairment of the utility of the airports in the City or the public investment therein.

**Policy 1.1.4:** The City shall continue to review airport development plans to assure that development at the City's airport does not exceed Federal Aviation Administration (FAA) land use guidance decibel levels on existing developed land unless provisions are made to ameliorate the impacts.

**Objective 1.2:** *Facilities Development.* The City of Leesburg shall continue to support maintenance and expansion of airport facilities in order to uphold Leesburg International as an economic asset to the City.

**Policy 1.2.1:** The City shall coordinate its comprehensive planning process, including subsequent amendments to the Comprehensive Plan, with the adopted airport master plan and future updates for Leesburg International Airport in order to achieve environmentally and economically sound development of aviation facilities, and to provide adequate capacity for existing and future demand for aviation facilities and services consistent with the master plan.

**Policy 1.2.2:** The City shall support Leesburg International Airport's vision to include charter and domestic flights in addition to general aviation.

**Objective 1.3:** ***Traffic Coordination.*** The City shall coordinate improvements or expansions of aviation facilities with the Transportation Element.

**Policy 1.3.1:** The City of Leesburg shall ensure that surface transportation access to aviation facilities is coordinated with the traffic circulation system shown on the Transportation Element maps.

**Policy 1.3.2:** In the event of future expansion, the City of Leesburg shall coordinate its traffic planning efforts with Lake County, the Lake Sumter MPO, and the Florida Department of Transportation, in order to address the impacts of planned airport expansions on transportation needs.

**Objective 1.4:** ***Capital Improvements.*** The City of Leesburg shall coordinate the Capital Improvement Plan associated with aviation facilities of the Federal Aviation Administration, the Florida Department of Transportation, the Lake Sumter MPO, and Lake County.

**Policy 1.4.1:** The City of Leesburg shall ensure that fiscal impacts for improvements or expansions of aviation facilities, as well as transportation plans impacted by such improvements or expansions, are reflected in the applicable budgets of the Federal Aviation Administration, the Florida Department of Transportation Five-Year Transportation Plan, Lake County, the Lake Sumter MPO, and the City of Leesburg's Capital Improvement Element.

**Policy 1.4.2:** The City of Leesburg shall encourage and support appropriate funding applications submitted by the Florida Department of Transportation and the Lake Sumter MPO.

**Policy 1.4.3:** Improvements or the expansion of airport facilities shall be coordinated with the necessary expansion or improvements to the transportation system to support the facilities.

**Policy 1.4.4:** The costs and funding sources for right-of-way acquisition and road improvement projects needed to meet the impact of airport facilities on the traffic circulation plan shall be reviewed and taken into account in the annual update of the City of Leesburg's Capital Improvements Program.